



Frank M. Ligon
Director
Service Engineering Operations
Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

May 2, 2005

TO: All U.S. Ford and Lincoln Mercury Dealers

SUBJECT: Safety Recall 05S28 - Supplement #4
Certain 2000 Model Year F-150, Expedition, Navigator, and 2001 F-150 SuperCrew
Vehicles Equipped With Speed Control
Speed Control Deactivation Switch Replacement

REF: Safety Recall Bulletin 05S28 Supplement #3 dated March 31, 2005
REF: Safety Recall Bulletin 05S28 Supplement #2 dated March 4, 2005
REF: Safety Recall Bulletin 05S28 Supplement #1 dated February 9, 2005
REF: Safety Recall Bulletin 05S28 dated January 27, 2005

New! REASON FOR SUPPLEMENT #4

The purpose of this supplement is to:

- *Announce that ordering restrictions for parts have been removed*
- *Advise of the elimination of the interim repair labor operation*
- *Advise that Ford will be begin mailing a follow-up communication to affected owners containing:*
 - *Notification that parts are now available for the permanent repair*
 - *Direction for owners to contact dealers to schedule service appointments to have the permanent repair performed*

REASON FOR SUPPLEMENT #3

Announce limited supply of parts and provide details of the "Seed-Stock" plan. Also, this supplement provides technical instructions and associated labor allowances for the permanent repair.

REASON FOR SUPPLEMENT #2

Provide information to address customers who have physical limitations that require the use of the speed control system and vehicles with leaking speed control deactivation switches.

REASON FOR SUPPLEMENT #1

This supplement contains the following additional information:

- Activation of FSA VIN lists and additional claiming and refund information (Attachment I)
- Information regarding the Ford Genuine Accessory Speed Control kit (Attachment I)
- Dealer Q & A (Attachment IV) and Acknowledgement of Interim Service Offer (Form Letter)

AFFECTED VEHICLES

Assembly Plant	Year and Model	Build Dates
Cuautitlan Assembly Plant	2000 F-150	Built from February 3, 2000 through August 26, 2000
Kansas City Assembly Plant	2000 F-150	Built from April 27, 1999 through August 7, 2000
Norfolk Assembly Plant	2000 F-150	Built from April 20, 1999 through August 5, 2000
Ontario Truck Plant	2000 F-150	Built from May 3, 1999 through October 17, 2000
Kansas City Assembly Plant	2001 F-150 SuperCrew	Built from September 11, 1999 through August 7, 2000
Michigan Truck Plant	2000 Expedition 2000 Navigator	Built from March 30, 1999 through August 7, 2000

Affected vehicles have been identified in OASIS since January 27, 2005.

REASON FOR THIS RECALL

The underhood speed control deactivation switch may overheat, smoke, or burn, which could result in an underhood fire. The potential for a fire exists regardless of whether speed control is being used or the engine is running.

New! SERVICE ACTION

At no charge to the owner, dealers are to replace the speed control deactivation switch with a switch of a new design, inspect the vehicle harness electrical connector for signs of brake fluid contamination, and install a wire harness jumper to provide a connection to the new switch.

If the speed control deactivation switch electrical connector shows signs of brake fluid contamination, dealers are to splice the vehicle harness to the supplied wire harness jumper and, in addition, apply electrical grease to the speed control servo electrical connector according to the instructions provided in Attachment III. Before applying electrical grease to the speed control servo, dealers are to inspect the connector for heat damage. If the speed control servo shows signs of heat damage, dealers should call the Special Service Support Center to obtain the appropriate repair information.

New! OWNER NOTIFICATION MAILING SCHEDULE

All affected vehicle owners will be notified by mail to contact their dealer to schedule a service appointment to have the permanent repair performed. This mailing will begin the week of May 2, 2005.

PLEASE NOTE:

Federal law requires dealers to complete any outstanding safety recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to \$5,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.

ATTACHMENTS

- New!** Attachment I: *Administrative Information*
 - New!** Attachment II: *Labor Allowances and Parts Ordering Information*
 - New!** Attachment III: *Technical Information (Permanent Repair)*
- Customer Notification Letter

QUESTIONS?

Claims Information: 1-800-423-8851
Special Service Support Center (Dealer Only) Questions: 1-800-325-5621

Sincerely,



Frank M. Ligon

Safety Recall 05S28- Supplement #4
Certain 2000 Model Year F-150, Expedition, Navigator, and
2001 F-150 SuperCrew Vehicles Equipped With Speed Control
Speed Control Deactivation Switch Replacement

OASIS ACTIVATED? Yes. OASIS was activated on January 27, 2005.

NOTE: This recall pertains to certain vehicles that have a factory installed speed control only. Ford offers a Genuine Accessory Speed Control kit that utilizes a production steering wheel identical to the factory-installed system. The Ford Accessory kit does not use a master cylinder mounted deactivation switch and, as a result, vehicles with this kit are not included in this recall. If a customer inquires about Safety Recall 05S28, and the VIN of their vehicle is not listed in OASIS under 05S28, the vehicle is not involved in the program.

FSA VIN LIST ACTIVATED? Yes

Available through FMCDDealer.com or at <https://web.fsavinlists.dealerconnection.com>. The FSA VIN list and owner names and addresses were made available February 11, 2005.

NOTE: Your FSA VIN list may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall action.

STOCK VEHICLES

Correct all affected units in your new vehicle inventory before delivery.

SOLD VEHICLES

- Owners of affected vehicles will be directed to dealers for the repair.
- Immediately contact any of your affected owners identified in OASIS. Give the owner a copy of the customer notification letter and schedule a service date.
- Correct other affected vehicles identified in OASIS which are brought to your dealership.

TITLE BRANDED / SALVAGED VEHICLES

Affected title branded and salvaged vehicles are eligible for this Field Service Action.

RELATED DAMAGE

If a related damage condition exists that you believe to be caused by the covered condition, call the Special Service Support Center to request approval **prior** to the repair of any related damage. Requests for approval after completion of the repair will not be granted.

ADDITIONAL LABOR TIME

If a condition exists that requires additional labor to complete the repair, call the Special Service Support Center to request approval **prior** to performing any additional labor. Requests for approval after completion of the repair will not be granted.

Safety Recall 05S28- Supplement #4
Certain 2000 Model Year F-150, Expedition, Navigator, and
2001 F-150 SuperCrew Vehicles Equipped With Speed Control
Speed Control Deactivation Switch Replacement

OWNER REFUNDS

- Ford Motor Company is offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which is posted with this bulletin. This plan is also available to owners through the Customer Relationship Center (CRC). The CRC will direct owners to seek reimbursement through authorized dealers or, at their option, directly through Ford Motor Company at P.O. Box 6251, Dearborn, MI 48121-6251.
- Dealers are also authorized to refund owner-paid emergency repairs that were performed away from an authorized servicing dealer after the end date specified in the reimbursement plan. Refund claims that include other non-covered repairs, or those judged by Ford to be excessive, will not be accepted for reimbursement.
- **This safety recall must still be performed, even if the customer has paid for a previous repair. Claiming a refund will not close out the VIN for this recall.**
- Refund Claiming Information (Submit on separate repair line.)
 - Program Code: 05S28
 - Misc. Expense: REFUND
 - Misc. Expense: ADMIN
 - Misc. Expense: 0.2 Hrs.

RENTAL VEHICLES

The use of rental vehicles is not authorized for this program.

CLAIMS PREPARATION AND SUBMISSION

- Enter claims using Direct Warranty Entry (DWE).
- Refund or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked.
- Refer to ACESII manual for claims preparation and submission information.
- **New!** *The Labor Operation for the Interim Repair (05S28J) has been discontinued. Claims will not be accepted for Interim Repairs that are performed after May 5, 2005.*
- **New!** *Dealers are authorized to claim an allowance of \$1.00 for each repair that involves splicing the vehicle harness to the jumper harness (Labor Operation 05S28C). This allowance covers the cost of the miscellaneous supplies needed to perform the wire splices. To claim the allowance, enter the Misc. Expense code "OTHER" in the amount of \$1.00.*

Safety Recall 05S28-S3 Supplement #4
 Certain 2000 Model Year F-150, Expedition, Navigator, and
 2001 F-150 SuperCrew Vehicles Equipped With Speed Control
 Speed Control Deactivation Switch Replacement

LABOR ALLOWANCES

Description	Labor Operation	Labor Time
New! Labor Operation for the Interim Repair (05S28J) has been discontinued. Claims will not be accepted for Interim Repairs that are performed after May 5, 2005.		
NON-LEAKING SWITCH: Inspect the speed control deactivation switch electrical connector for brake fluid contamination, replace the speed control deactivation switch and install the jumper harness.	05S28B*	0.4 Hour
LEAKING SWITCH: Inspect the speed control deactivation switch electrical connector for brake fluid contamination, replace the speed control deactivation switch, splice the vehicle harness to the jumper harness (Using Rotunda Wire Splice Tool Kit), blow brake fluid from the speed control servo electrical connector, check for heat damage, and apply electrical grease to electrical connector.	05S28C*	0.6 Hour

* Subject to "FCS-700 Tag Return". (See "Parts Retention and Return")

New! PARTS REQUIREMENTS / ORDERING INFORMATION

Ordering restrictions have been removed. Follow normal order process.

Part Number	Description	Quantity
Ford Part #: 1L1Z-9F924-AA Motorcraft Part # SW-6350	Brake Repair Kit (Speed Control Deactivation Switch Kit)	1

The DOR/COR for this program is 50346. This number identifies parts ordered for this recall through the Special Service Support Center (1-800-325-5621).

RECALL PARTS ASSISTANCE

Dealers may use any of the following methods to contact the Special Service Support Center for questions or assistance regarding recall parts:

- E-mail: Ford@Renkim.com
- FAX Number: 1 (888) 374-8040
- Phone: 1 (800) 325-5621

When contacting the Special Service Support Center via FAX or E-mail, please provide:

- Dealer Name and P & A code
- Contact Name
- Phone number and E-mail address
- FSA #
- Include a VIN# for each part requested
- Part number and QTY being requested or question / concern regarding part

Safety Recall 05S28-S3 Supplement #4
Certain 2000 Model Year F-150, Expedition, Navigator, and
2001 F-150 SuperCrew Vehicles Equipped With Speed Control
Speed Control Deactivation Switch Replacement

DEALER PRICE

For latest prices, refer to DOES II.

PARTS RETENTION AND RETURN

After the claim is submitted, The Ford Warranty Parts Analysis Center (WPAC) may initiate an FCS 700 tag for the return of the following components. Do not return any removed parts unless you receive notice from PEARS (Parts Entry And Return System). Refer to your daily PEARS register for part disposition and return instructions.

- Non-leaking speed control deactivation switches.
- Leaking speed control deactivation switches with the old vehicle harness electrical connector attached.

Follow the provisions of the Warranty and Policy Manual for "Parts Retention and Return Procedures."

New! PARTS ALLOWANCE FOR LABOR OPERATION 05S28C

Dealers are authorized to claim an allowance of \$1.00 per repair that involves splicing the vehicle harness to the jumper harness (Labor Operation 05S28C). This allowance covers the cost of the miscellaneous supplies needed to perform the wire splices. To claim the allowance, enter the Misc. Expense code "OTHER" in the amount of \$1.00.

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

CERTAIN 2000 MODEL YEAR F-150, EXPEDITION, NAVIGATOR AND CERTAIN 2001 F-150 SUPERCREW VEHICLES — SPEED CONTROL DEACTIVATION SWITCH REPLACEMENT

OVERVIEW

This program involves performing certain inspection procedures to determine which repairs to the speed control system must be performed. A flow chart has been developed to direct you to the proper service actions. See Figure 1.

All repairs will include replacing the speed control deactivation switch, then installing a jumper harness to mate the vehicle harness to the *new* deactivation switch, and, if required, inspecting the speed control servo vehicle harness connector for damage caused by brake fluid wicking internally through the wires from the leaking speed control deactivation switch.

The specific repairs will be identified during the inspection procedures. In some cases, you will be directed to contact the Special Service Support Center for instructions.

NEW

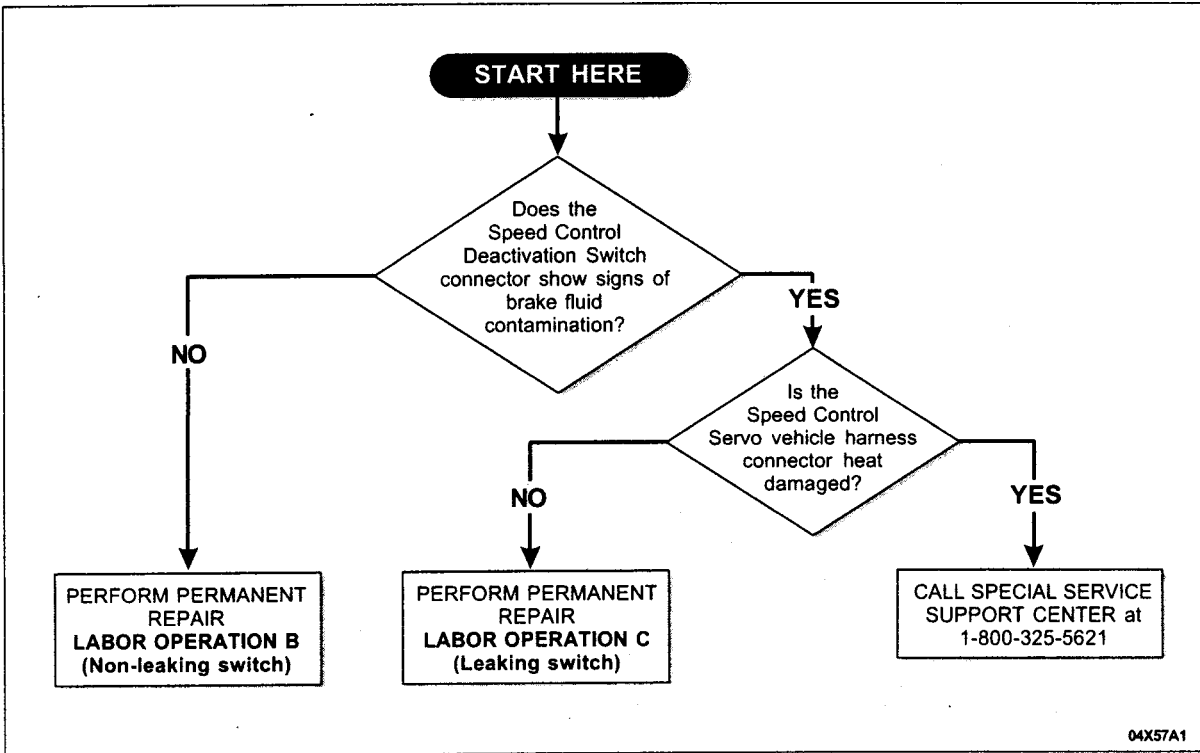


FIGURE 1



NEW INSPECTION

1. Install a memory saver and disconnect the battery negative terminal.
2. Disconnect the speed control deactivation switch located on the brake master cylinder and inspect the harness connector for the presence of brake fluid. See Figure 2.
 - If no brake fluid is present, proceed to Labor Operation B – Repair for a Non-Leaking Switch.
 - If brake fluid is present, disconnect the speed control servo and inspect the vehicle harness connector for heat damage. See Figure 3.
 - If no heat damage is found at the speed control servo connector (even if there is presence of brake fluid in the connector), proceed to Labor Operation C – Repair for a Leaking Switch.
 - If the speed control servo connector is heat damaged, call the Special Service Support Center at 1-800-325-5621 for further instructions.

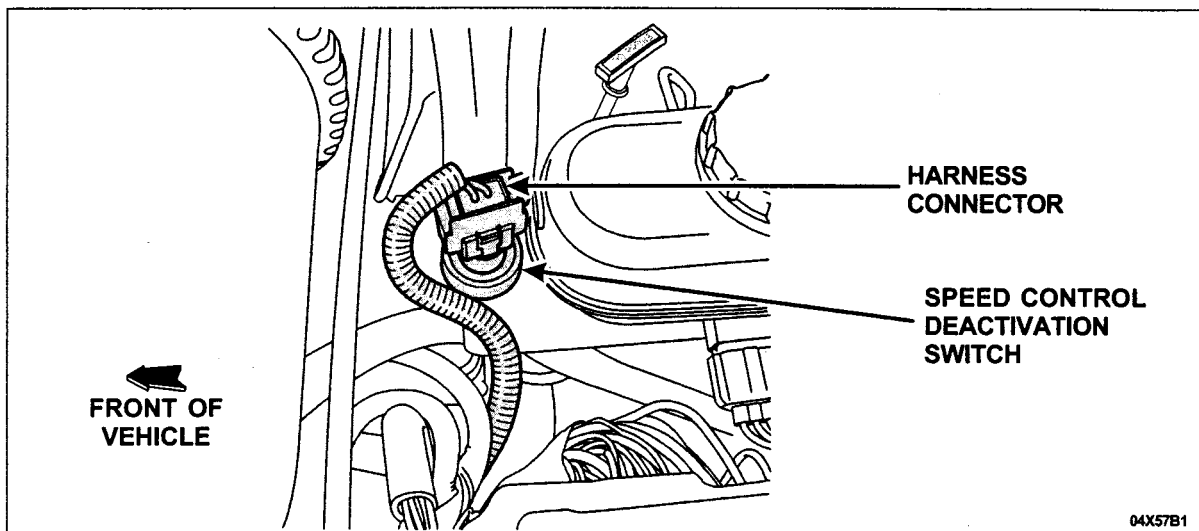


FIGURE 2

NEW

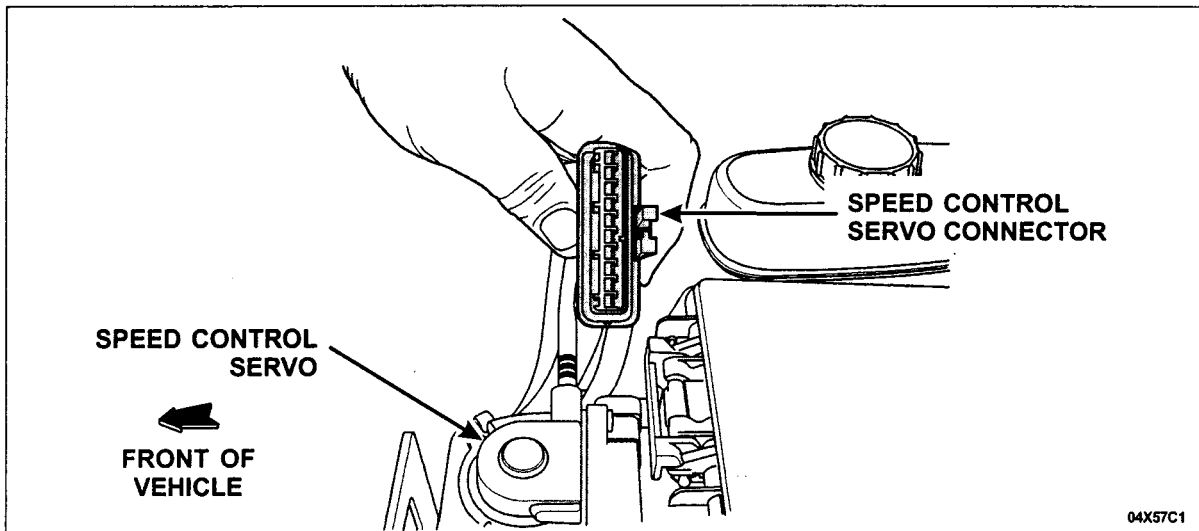


FIGURE 3



LABOR OPERATION B – REPAIR FOR A NON-LEAKING SWITCH

1. **CAUTION:** Do not allow any foreign matter to enter the master cylinder port once the deactivation switch is removed.

Remove the speed control deactivation switch from the brake master cylinder.

2. **CAUTION:** DO NOT apply fluid to the electrical connector.

Add a few drops of Motorcraft High Performance DOT 3 Brake Fluid, PM-1, to the fluid port at the threaded end of the *new* deactivation switch. See Figure 4.



FIGURE 4

3. Install the *new* deactivation switch into the master cylinder and tighten to 18 Nm (13 lb-ft).
4. Install the supplied jumper harness between the vehicle harness connector and the *new* switch.



5. Using the supplied tie strap, secure the jumper to the speed control cable or some other stationary object. Keep the harness away from the power distribution box to avoid chafing the harness. See Figure 5.
6. Check the brake fluid level in the master cylinder and adjust if necessary.
7. Connect the battery cable and remove the memory saver.
8. Release the vehicle.

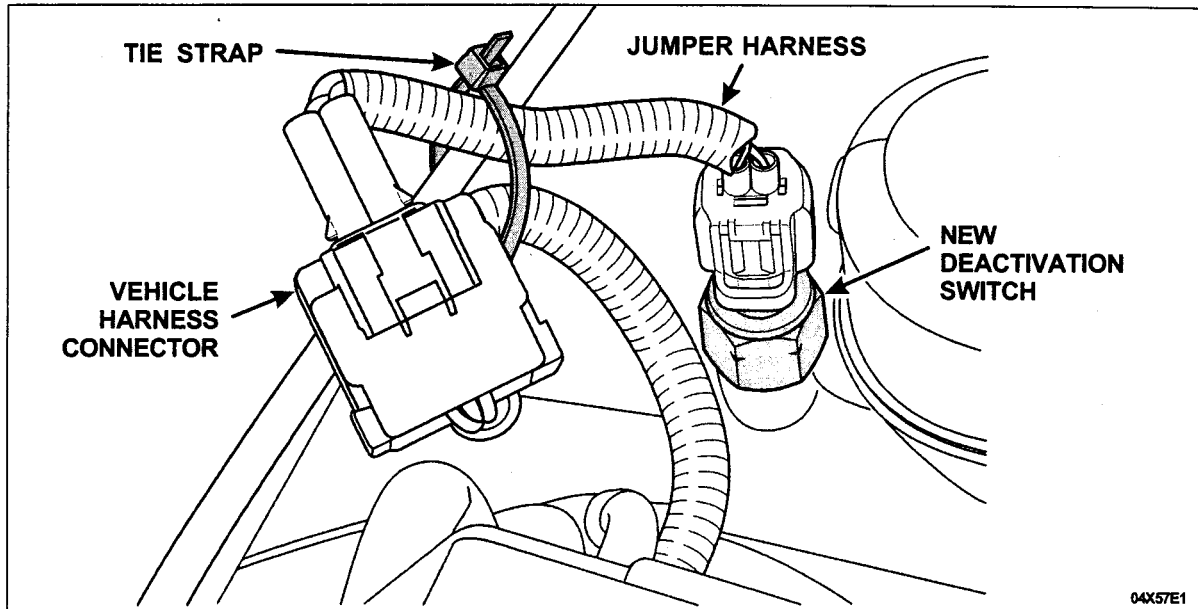


FIGURE 5



LABOR OPERATION C – REPAIR FOR A LEAKING SWITCH

NOTE: If the speed control deactivation switch vehicle harness connector is contaminated with brake fluid caused by a leaking switch, the connector must be removed by splicing in the jumper harness. This operation includes the instructions to modify the vehicle harness and the supplied jumper assembly.

1. **CAUTION: Do not allow any foreign matter to enter the master cylinder port once the deactivation switch is removed.**

Remove the speed control deactivation switch from the brake master cylinder.

2. **CAUTION: DO NOT apply fluid to the electrical connector.**

Add a few drops of Motorcraft High Performance DOT 3 Brake Fluid, PM-1, to the fluid port at the threaded end of the *new* deactivation switch. See Figure 6.



FIGURE 6

3. Install the *new* speed control deactivation switch into the master cylinder and tighten to 18 Nm (13 lb-ft).



4. Modify the vehicle wire harness and jumper harness as follows: See Figure 7.
 - a) Connect the jumper harness to the **new** speed control deactivation switch.
 - b) On the other end of the jumper harness, cut the connector off as close to the connector as possible. (The objective is to have a switch pigtail with the longest possible wire leads.)
 - c) After cutting off the connector, peel back the tape and convolute 50-75 mm (2-3 inches).
 - d) On the vehicle wire harness, peel back the tape and convolute 150 mm (6 inches).
 - e) Remove the vehicle harness connector by cutting the harness approximately 100 mm (4 inches) from the base of the connector.
 - f) Strip approximately 7 mm (1/4 inch) from the ends of all wires to be spliced.
 - g) From the Rotunda Wire Splice Tool Kit 164-R5903, obtain two (2) 16-gauge non-insulated butt splice connectors and two (2) pieces of heat shrink tubing.
 - h) Matching wire colors, position a piece of heat shrink tubing onto the wires, splice and heat-shrink the vehicle harness wires to the jumper wires.
 - i) Neatly tape the wires together using electrical tape.
5. With the speed control servo disconnected, use shop air *only* to blow the servo connectors dry of any trace of brake fluid. **DO NOT USE ANY TYPE OF SOLVENT TO CLEAN THE CONNECTORS.**
6. Apply Ford Electrical Grease F8AZ-19G208-AA into each cavity of the vehicle harness connector *only*. It is not necessary to apply grease to the servo side of the connector.
7. Reconnect the servo connector.
8. Check the brake fluid level in the master cylinder and adjust if necessary.
9. Connect the battery cable and remove the memory saver.
10. Release the vehicle.

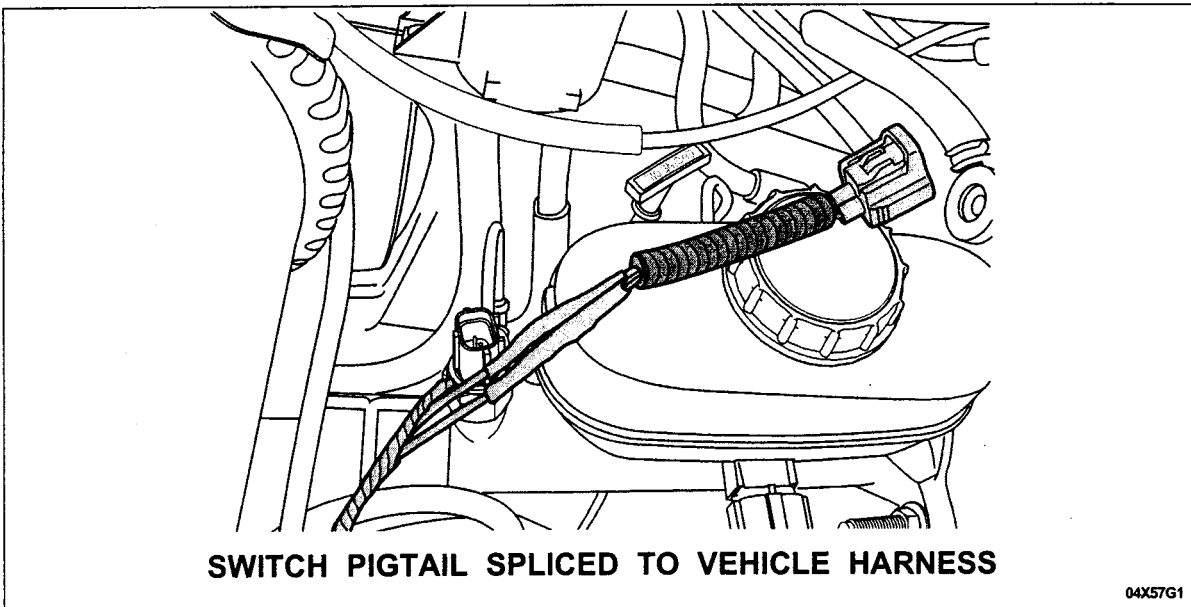


FIGURE 7





Frank M. Ligon
Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

February 2005

Safety Recall 05S28

Mr. John Sample
123 Main Street
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has decided that a defect which relates to motor vehicle safety exists in certain 2000 model year F-150, Expedition, Navigator, and 2001 F-150 SuperCrew vehicles equipped with speed control. We apologize for this situation and want to assure you that, with your assistance, we will correct this condition. Our commitment, together with Ford and Lincoln Mercury dealers, is to provide you with the highest level of service and support.

What is the issue? On your vehicle, an underhood speed control deactivation switch may overheat, smoke, or burn, which could result in an underhood fire. This condition may occur either when the vehicle is parked or when it is being operated, even if the speed control is not in use.

What will Ford and your dealer do? Parts to repair your vehicle will not be available until April or May 2005, and as a result, we are implementing a two-stage repair process. Until parts are available for the permanent repair, you should contact your dealer to make an appointment to have the electrical connector disconnected from the speed control deactivation switch, which is located under the hood of your vehicle. This procedure will disable the speed control system and eliminate the potential for the switch to overheat. The speed control system will then be inoperative until the permanent repair is performed. We recognize this may be an inconvenience, but we believe this preventive action is in the best interest of our customers' safety.

When parts become available for the permanent repair in April or May 2005, you will be notified via postcard to contact your dealer to schedule an appointment to have the new switch installed and to reconnect the speed control system on your vehicle.

Ford Motor Company and your dealer will perform the above repairs free of charge (parts and labor).

How long will it take?

The time needed for this repair is less than one-half day. However, due to service scheduling requirements, your dealer may need your vehicle for a longer period of time.

What are we asking you to do?

Please call your dealer without delay and request a service date to have the switch disconnected (Recall 05S28). Provide the dealer with the Vehicle Identification Number (VIN) of your vehicle. The VIN is printed near your name at the beginning of this letter.

If you do not already have a servicing dealer, you can access <http://www.genuineflmservice.com> for dealer addresses, maps, and driving instructions.

Please note: Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Have you previously paid for this repair?

If you paid to remedy the issue addressed in this notice, you may be eligible for a refund either through your dealer or directly from Ford Motor Company.

To verify eligibility and expedite reimbursement, give your paid original receipt to your dealer. Refund requests, including all required documentation, may also be mailed to Ford at P.O. Box 6251, Dearborn, Michigan 48121-6251. Refund requests mailed to Ford may take up to 60 days to process.

Detailed information regarding eligibility for Ford's reimbursement program and documentation requirements may be obtained by contacting the Ford Customer Relationship Center at 1-866-436-7332.

Owners who have previously paid for this repair are still eligible to have the recall described in this letter performed.

Have you changed your address or sold the vehicle?

If you have, please fill out the enclosed prepaid postcard and mail it to us so we can update our records. If you have sold the vehicle, the information you provide on the postcard will be used to notify the new owner about this recall.

Can we assist you further?

If you have difficulty getting your vehicle repaired promptly and without charge, please contact your dealership's Service Manager for assistance.

If you still have concerns, please contact the Ford Motor Company or Lincoln Customer Relationship Center and one of our representatives will be happy to assist you.

Ford Owners: Call 1-866-436-7332. For the hearing impaired call 1-800-232-5952 (TDD).

Lincoln Owners: Call 1-800-521-4140. For the hearing impaired call 1-800-232-5952 (TDD).

Office Hours: (Eastern Time Zone)

Monday – Friday: 8AM – 8PM

Saturday: 9AM – 5:30PM

If you wish to contact us through the Internet, our address is:

www.ownerconnection.com

If you are still having difficulty getting your vehicle repaired in a reasonable time or without charge, you may write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline at 1-888-327-4236 or 1-800-424-9393.

Thank you for your attention to this important matter.

Sincerely,



Frank M. Ligon

Director

Service Engineering Operations



Frank M. Ligon
Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

May 2005

Mr. John Sample (Owners who did not have the interim repair performed.)
123 Main Street
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

In February 2005 we mailed you a letter announcing Safety Recall 05S28. PARTS ARE NOW AVAILABLE TO REPAIR YOUR VEHICLE.

Program Description: Safety Recall 05S28: Certain 2000 Model Year F-150, Expedition, Navigator, and 2001 F-150 SuperCrew Vehicles Equipped With Speed Control - Speed Control Deactivation Switch Replacement.

What is the issue? On your vehicle, an underhood speed control deactivation switch may overheat, smoke, or burn, which could result in an underhood fire. This condition may occur either when the vehicle is parked or when it is being operated, even if the speed control is not in use.

What Are We Asking You To Do? At no charge to you, your dealer will install a new Speed Control Deactivation Switch. Please contact your dealer to schedule an appointment to have this Safety Recall Service repair completed. If you do not already have a servicing dealer, you can access <http://www.genuinefilmservice.com> for dealer addresses, maps and driving instructions.

Service Assistance: If you have difficulty getting your vehicle repaired promptly and without charge, please contact your dealership's Service Manager for assistance. If you still have concerns, please contact the Ford Motor Company or Lincoln Customer Relationship Center and one of our representatives will be happy to assist you.

Ford Owners: Call 1-866-436-7332. For the hearing impaired call 1-800-232-5952 (TDD).

Lincoln Owners: Call 1-800-521-4140. For the hearing impaired call 1-800-232-5952 (TDD).

Office Hours: (Eastern Time Zone)

Monday – Friday: 8AM – 8PM

Saturday: 9AM – 5:30PM

If you wish to contact us through the Internet, our address is:

www.ownerconnection.com

We apologize for any inconvenience this may cause and want to assure you, that with your assistance, we will correct this condition. Our commitment, together with Ford and Lincoln Mercury dealers, is to provide you with the highest level of service and support possible.

Thank you for your attention to this important matter.

Sincerely,

Frank M. Ligon
Director
Service Engineering Operations

Safety Recall 05S28
(Owners who had the interim repair performed.)



Important Parts Notification

Safety Recall 05S28

Dear (Owner's Name),

May 2005

In February 2005 we mailed you a letter announcing Safety Recall 05S28. **PARTS ARE NOW AVAILABLE TO REPAIR YOUR VEHICLE.** At no charge to you, your dealer will install a new speed control deactivation switch and restore normal operation to the speed control system. Please contact your dealer to schedule an appointment to have this service performed.

Sincerely,

A handwritten signature in cursive script that reads "Frank M. Ligon".

Frank M. Ligon
Director
Service Engineering Operations



Frank M. Ligon
Director
Service Engineering Operations
Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

September 14, 2005

TO: All U.S. Ford and Lincoln Mercury Dealers

SUBJECT: Safety Recall 05S28 - Supplement #5 (UPDATE)
Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW), 1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped With Speed Control
Speed Control System Modification

New! Program Summary

CURRENT SERVICE PLAN

Feedback from dealers indicates that there is some confusion regarding the repair procedures for Safety Recall 05S28. To summarize for clarification:

Two populations of vehicles exist:

- 1) Vehicles in the Original Vehicle Population (**GROUP A – refer to Affected Vehicle chart**)
- 2) Vehicles added under Supplement #5 (**GROUP B – refer to Affected Vehicle chart**)

GROUP A

- Dealers are to first determine if the Speed Control Deactivation Switch is leaking.
 - o If the switch is not leaking, install the 9F924 Brake Repair Kit. (Labor Operation B)
 - o If the switch is leaking, install the 9F924 Brake Repair Kit. (Labor Operation E)

GROUP B

- Dealers are to first determine if the Speed Control Deactivation Switch is leaking.
 - o If the switch is not leaking, disconnect speed control. (Interim Labor Operation K)
 - o If the switch is leaking, install the 9F924 Brake Repair Kit. (Labor Operation E)

Note: Either Labor Operation B or E will close the recall. Labor Operation K will not close the recall.

Why are we servicing the two populations of vehicles with different procedures?

Once parts are available, a new fused jumper harness will be used to service all vehicles that do not have a leaking Speed Control Deactivation Switch. This harness will be available in sufficient quantities to begin to service all vehicles affected by Safety Recall 05S28 by November of 2005. Until this new harness is available, dealers must disconnect the speed control system on all Group B vehicles, unless the vehicle has evidence of brake fluid leakage (repair with 9F924 Brake Repair Kit). Ford service part inventory of 9F924 Brake Repair Kits is sufficient to service only the vehicles included in Group A, and a small percentage of the vehicles in Group B.

Until the fused jumper harness is available in quantity, vehicles in Group A must be serviced with 9F924 Brake Repair Kits, since owners were advised in May 2005 that parts were available to complete the repair. Please do not disconnect the Speed Control System on Group A vehicles – install the 9F924 Brake Repair Kit.

Continued

Continued

Future Service Plan

Once Fused Jumper Harnesses become available in the October-November timeframe, the two groups of vehicles will be serviced in the same manner. All affected vehicles will be serviced as follows:

- Vehicles containing a switch that is not leaking will be serviced with a Fused Jumper Harness, which will close the recall.
- Vehicles that contain a switch that is leaking will be serviced with the 9F924 Brake Repair Kit, which will close the recall. Do not install a Fused Jumper Harness on a vehicle with a leaking switch.

Parts Ordering

- Do not order 9F924 Brake Repair Kits in preparation to service the entire population of vehicles covered under this recall.
- Due to the high volume of 9F924 Brake Repair Kits currently available in dealer and FAD inventory, beginning September 12, 2005, dealers will only be able to order this part through their facing FAD.
- Customer Letters for Group B vehicles will be mailed over a three-week timeframe beginning the week of September 12, 2005, advising that parts will be available in November 2005.

Job Aids

To assist Service Writers, Technicians and Warranty Administrators in determining appropriate repairs and claims processing, Job Aids have been developed for these positions. These one page documents are posted with this bulletin in the "Additional Information" section and should be printed and distributed to these individuals to assist them in performing their duties.

New! REASON FOR SUPPLEMENT #5

The purpose of this supplement is to:

- *Expand the vehicle coverage to include additional vehicle lines and model years (see "Affected Vehicle – Supplement #5 Population" chart below).*
- *Announce that a new service procedure and service part (fused jumper harness) is expected to be available in limited quantities (seed stock) to service all vehicles covered by this recall beginning in mid-October 2005.*
- *Advise of a new interim repair labor operation for use in deactivating the speed control system on the Supplement #5 population of vehicles, until the fused jumper harness becomes available.*

NOTE: *The owners of vehicles covered by the original 05S28 recall have already been notified that parts are available to perform the final repair. Therefore, these vehicle owners will continue to have 05S28 completed using the existing Brake Repair Kit (Speed Control Deactivation Switch Kit) until the fused jumper harness becomes available.*

When the fused jumper harness becomes available, this bulletin will be supplemented with new service procedures and labor operations that will apply to all vehicles covered by 05S28.

- *Advise of the owner-mailing schedule.*

AFFECTED VEHICLES

GROUP A - Original Vehicle Population

Year	Model
2000	F-150, Expedition, and Navigator
2001	F-150 SuperCrew built from 9/11/99 through 8/7/00.

New! GROUP B - Supplement #5 Added Vehicle Population

Year	Model
1994-1996	Bronco
1994-1999 & 2001-2002	F-150
1994-1999	F-250 (Under 8500 GVW) built from 8/24/93 - 9/10/99
2001-2002	F-150 SuperCrew built from 8/8/00 - 8/20/02
1997-1999 & 2001-2002	Expedition
1998-1999 & 2001-2002	Navigator
2002	Blackwood

REASON FOR THIS RECALL

The underhood Speed Control Deactivation Switch (SCDS) may overheat, smoke, or burn, which could result in an underhood fire. The potential for a fire exists regardless of whether speed control is being used or the engine is running.

New! SERVICE ACTION (NOTE: THE FOLLOWING SERVICE ACTIONS ARE TO BE USED UNTIL THE FUSED JUMPER HARNESS IS AVAILABLE)

Overview: A new repair procedure involving a fused jumper harness is being developed to service the entire population of vehicles covered under this recall. The fused jumper harness is expected to be available in limited supply with seed stocking beginning in mid-October 2005, with open ordering expected to begin in November 2005. Until that time, it will be necessary to perform unique service procedures for the two vehicle populations (Group A and Group B):

- Based on a commitment made in May 2005 to owners of Group A vehicles, dealers must continue to perform the final repair on this population of vehicles.
- For the population of vehicles in Group B (recently added under Supplement #5), dealers are to perform the interim repair (disabling the speed control system).

When the fused jumper harness becomes available, this bulletin will be supplemented with the new service procedures and labor operations.

All repairs are to be performed at no charge to the vehicle owner.

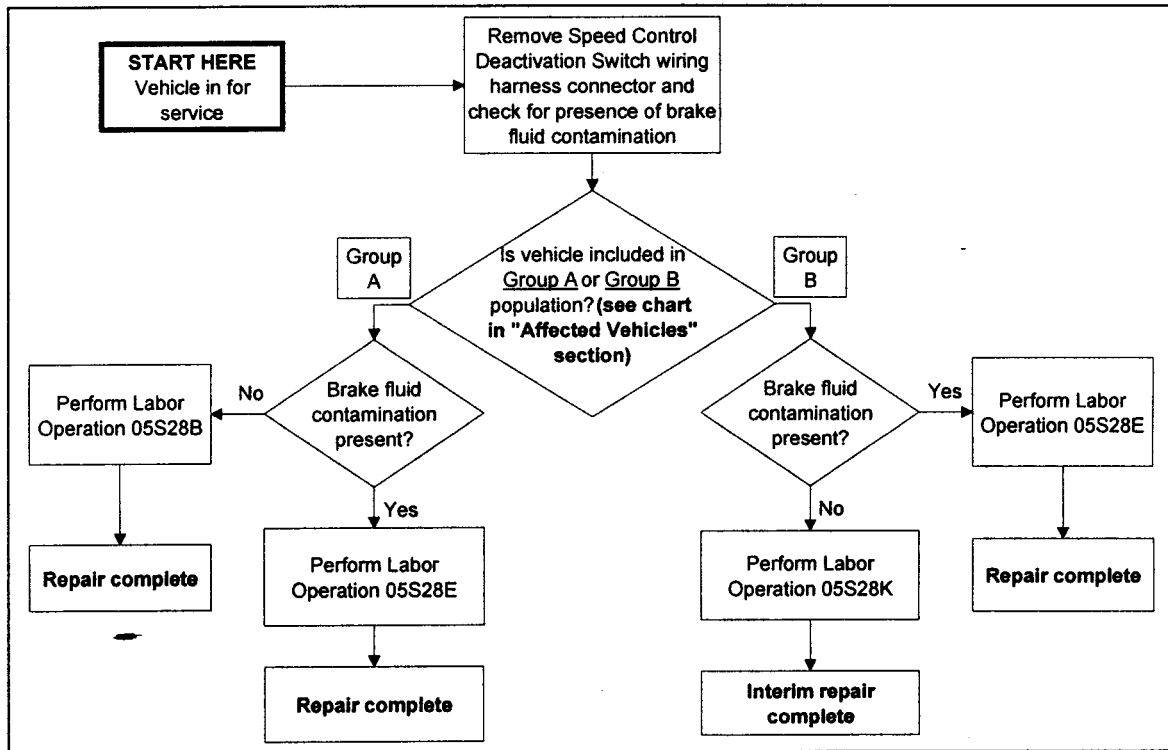
Group A Population (see Affected Vehicle section):

- Inspect speed control deactivation switch electrical connector for brake fluid contamination.
 - No brake fluid contamination present: Dealers are to continue to install the Brake Repair Kit (9F924), which will close the recall.
 - Brake fluid contamination present: If the connector is contaminated, dealers are to use compressed air to blow brake fluid from the speed control deactivation switch vehicle harness connector and servo vehicle harness connector, install the Brake Repair Kit (9F924), and apply electrical grease to the Speed Control Servo electrical connector. In addition, dealers are to inspect the Speed Control Servo electrical connector for heat damage. If the Speed Control Servo connector shows signs of heat damage, dealers should call the Special Service Support Center to obtain additional repair information. This action will close the recall.

Group B Population (see Affected Vehicle section):

- Inspect speed control deactivation switch electrical connector for brake fluid contamination.
 - No brake fluid contamination present: If authorized by the customer, dealers are to deactivate the speed control system. This Interim Repair will not close the recall.
 - Exceptions to the Interim Repair:
 - 1) If a vehicle has a leaking speed control deactivation switch, dealers are to install the Brake Repair Kit (9F924), which will close the recall.
 - 2) If an owner has special needs that necessitate that their vehicle has a functional speed control system, dealers are authorized to install the Brake Repair Kit (9F924), which will close the recall.
 - Brake fluid contamination present: If the connector is contaminated, dealers are to use compressed air to blow brake fluid from the speed control deactivation switch vehicle harness connector and servo vehicle harness connector, install the Brake Repair Kit (9F924), and apply electrical grease to the Speed Control Servo electrical connector. In addition, dealers are to inspect the Speed Control Servo electrical connector for heat damage. If the Speed Control Servo connector shows signs of heat damage, dealers should call the Special Service Support Center to obtain additional repair information. This action will close the recall.

Service Action to be Followed Until Fused Jumper Harnesses Are Available



New! OWNER NOTIFICATION MAILING SCHEDULE

Owners of Vehicles Included in Group A:

Owner letters were mailed in February 2005, with follow-up letters announcing part availability mailed in May 2005. No additional customer communications for this population of vehicles are planned.

Owners of Vehicles Included in Group B:

Beginning the week of September 12, 2005, owners of vehicles added under Supplement #5 will be notified of their inclusion in this recall and directed to contact their dealers to have their speed control system disconnected. When open ordering for the fused jumper harnesses begins in November 2005, owners will be re-notified and directed to schedule service appointments with their dealers to have the permanent repair performed and their speed control system re-activated.

PLEASE NOTE:

Federal law requires dealers to complete any outstanding safety recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to \$5,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.

ATTACHMENTS

New! Attachment I: Administrative Information
New! Attachment II: Labor Allowances and Parts Ordering Information
New! Attachment III: Technical Information (Interim Repair & Switch Kit Installation)
Attachment IV: Dealer Q & A
Acknowledgement of Interim Service Offer (Form Letter)

QUESTIONS?

Claims Information: 1-800-423-8851
Special Service Support Center (Dealer Only) Questions: 1-800-325-5621

Sincerely,



Frank M. Ligon

Safety Recall 05S28-S5

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control
Speed Control System Modification

OASIS ACTIVATED? OASIS will be activated on September 7, 2005.

NOTE: This recall pertains to certain vehicles that have a factory installed speed control only. Ford offers a Genuine Accessory Speed Control kit that utilizes a production steering wheel identical to the factory-installed system. The Ford Accessory kit does not use a master cylinder mounted deactivation switch and, as a result, vehicles with this kit are not included in this recall. If a customer inquires about Safety Recall 05S28, and the VIN of their vehicle is not listed in OASIS under 05S28, the vehicle is not involved in the program.

FSA VIN LIST ACTIVATED? Yes

Available through FMCDealer.com or at <https://web.fsavinlists.dealerconnection.com> by September 7, 2005. **New!** Owner names and addresses will be available the week of October 10, 2005.

NOTE: Your FSA VIN list may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall action.

STOCK VEHICLES

Correct all affected units in your new vehicle inventory before delivery.

SOLD VEHICLES

- *In May 2005, owners of vehicles in Group A (original population) were directed to dealers to have the final repairs completed.*
- *Beginning week of Sept 12, 2005, owners of vehicles in Group B (added under Supplement #5) will be advised to contact their dealer and schedule an appointment to have the interim repair performed (disabling of the speed control system).*
- Immediately contact any of your affected owners identified in OASIS. Give the owner a copy of the customer notification letter and schedule a service date.
- Correct other affected vehicles identified in OASIS which are brought to your dealership.

TITLE BRANDED / SALVAGED VEHICLES

Affected title branded and salvaged vehicles are eligible for this Field Service Action.

RELATED DAMAGE

If a related damage condition exists that you believe to be caused by the covered condition, call the Special Service Support Center to request approval **prior** to the repair of any related damage. Requests for approval after completion of the repair will not be granted.

ADDITIONAL LABOR TIME

If a condition exists that requires additional labor to complete the repair, call the Special Service Support Center to request approval **prior** to performing any additional labor. Requests for approval after completion of the repair will not be granted.

Safety Recall 05S28-S5

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control

Speed Control System Modification

OWNER REFUNDS

- Ford Motor Company is offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which is posted with this bulletin. This plan is also available to owners through the Customer Relationship Center (CRC). The CRC will direct owners to seek reimbursement through authorized dealers or, at their option, directly through Ford Motor Company at P.O. Box 6251, Dearborn, MI 48121-6251.
- Dealers are also authorized to refund owner-paid emergency repairs that were performed away from an authorized servicing dealer after the end date specified in the reimbursement plan. Refund claims that include other non-covered repairs, or those judged by Ford to be excessive, will not be accepted for reimbursement.
- **This safety recall must still be performed, even if the customer has paid for a previous repair. Claiming a refund will not close out the VIN for this recall.**
- Refund Claiming Information (Submit on separate repair line.)
 - Program Code: 05S28
 - Misc. Expense: REFUND
 - Misc. Expense: ADMIN
 - Misc. Expense: 0.2 Hrs.

RENTAL VEHICLES

The use of rental vehicles is not authorized for this program.

CLAIMS PREPARATION AND SUBMISSION

- **New!** For vehicles prior to MODEL YEAR 1996: Enter the appropriate labor operation and its respective labor time on the claim. (The system will not automatically price the labor operation.)
- Enter claims using Direct Warranty Entry (DWE).
- Refund or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked.
- Refer to ACESII manual for claims preparation and submission information.

Safety Recall 05S28-S5

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control
Speed Control System Modification

LABOR ALLOWANCES

Description	Labor Operation	Labor Time
SWITCH REPLACEMENT: (applies only to vehicles with non-leaking switches in <u>Group A</u> population) Inspect the speed control deactivation switch electrical connector for brake fluid contamination. Install Brake Repair Kit (Speed Control Deactivation Switch Kit)	05S28B*	0.4 Hour
New! SWITCH DISCONNECT: (applies only to vehicles with non-leaking switches in <u>Group B</u> population) Disconnect electrical connector from the speed control deactivation switch, tape connector end to protect it from contamination, and secure connector with a tie-strap. <i>NOTE: This interim repair will not close Safety Recall 05S28.</i>	05S28K	0.3 Hour
New! SWITCH REPLACEMENT: (applies to all vehicles in <u>Group A</u> and <u>Group B</u> populations with leaking switches) Inspect the speed control deactivation switch electrical connector for brake fluid contamination. If contamination is present, blow brake fluid from the speed control deactivation switch and servo harness connectors. Install Brake Repair Kit (Speed Control Deactivation Switch Kit), check for heat damage at, and apply electrical grease to, the servo harness connector.	05S28E*	0.4 Hour**

* Subject to "FCS-700 Tag Return". (See "Parts Retention and Return")

** Effective September 9, 2005, labor operation 05S28C will be replaced by labor operation 05S28E (requirement to splice harness removed). Claims submitted against Labor Operation 05S28C, with a repair date later than September 12, 2005, will not be accepted for payment.

PARTS REQUIREMENTS / ORDERING INFORMATION

Part Number	Description	Usage	Quantity
1L1Z-9F924-AA Motorcraft Part # SW-6350	Brake Repair Kit (Speed Control Deactivation Switch Kit)	Group A Population: All Group B Population: Vehicles with leaking switches or special needs owners only.	1
New! 4W1Z-14A411-BB Unit of Issue = 10	Fused Jumper Harness	Group A and Group B vehicles with Non-leaking Switches (When Available)	1 per repair Unit of Issue = 10
New! 95874-S101 Unit of Issue = 10 or WA-14-SBA Unit of Issue = 50 or OSP equivalent up to \$0.40 per vehicle	Tie-Strap for interim repair	Group B Population: For use with Labor Operation K (Switch Disconnection)	1 per repair

Safety Recall 05S28-S5

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control
Speed Control System Modification

The Fused Jumper Harness will be seed stocked to dealers beginning the week of October 10, 2005 for four weeks (see table below for weekly part seed volumes). The majority of the seed stock shipments will occur late in the week. With a unit of issue of 10, each package will repair 10 vehicles. Some small dealers will not receive a seed stock shipment each week.

Open ordering of the Fused Jumper Harness is estimated to begin the week of November 7, 2005.

Dealer Involved Vehicles	Seed 1 Week of 10/10	Seed 2 Week of 10/17	Seed 3 Week of 10/24	Seed 4 Week of 10/31
1 - 500	1 pack of 10		1 pack of 10	
501 - 1000	2 packs of 10	1 pack of 10	2 packs of 10	1 pack of 10
1001 - 2000	3 packs of 10	3 packs of 10	3 packs of 10	3 packs of 10
2001 - 3000	5 packs of 10	5 packs of 10	5 packs of 10	5 packs of 10
3001 or more	2% of FSA VIN List	2% of FSA VIN List	2% of FSA VIN List	2% of FSA VIN List

The DOR/COR for this program is 50346. This number identifies parts ordered for this recall through the Parts Support Center (1-800-207-2444).

PARTS SUPPORT CENTER

Dealers may use any of the following methods to contact the Parts Support Center for questions or assistance regarding recall parts:

- E-mail: Ford@Renkim.com
- FAX Number: 1 (888) 374-8040
- Phone: 1-800-207-2444

When contacting the Parts Support Center please provide:

- Dealer Name and P & A code
- Contact Name
- Phone number and E-mail address
- FSA #
- Include a VIN# for each part requested
- Part number and QTY being requested or question / concern regarding part

DEALER PRICE

For latest prices, refer to DOES II.

Safety Recall 05S28-S5

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control
Speed Control System Modification

PARTS RETENTION AND RETURN

After the claim is submitted, The Ford Warranty Parts Analysis Center (WPAC) may initiate an FCS 700 tag for the return of speed control deactivation switches. Do not return any removed parts unless you receive notice from PEARS (Parts Entry And Return System). Refer to your daily PEARS register for part disposition and return instructions.

Follow the provisions of the Warranty and Policy Manual for "Parts Retention and Return Procedures."

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

05S28 SERVICE ADVISOR & TECHNICIAN JOB AID

STEP #1 – Determine Vehicle Population: To which group does customer's vehicle belong? (See box below.)

GROUP A: Original 05S28 Vehicle Population

2000	F-150, Expedition, and Navigator
2001	F-150 SuperCrew built from 9/11/99 through 8/7/00

GROUP B: 05S28 Supplement #5 Added Population of Vehicles

1994-1996	Bronco
1994-1999 & 2001-2002	F-150
1994-1999	F-250 (Under 8500 GVW) built from 8/24/93 - 9/10/99
2001-2002	F-150 SuperCrew built from 8/8/00 - 8/20/02
1997-1999 & 2001-2002	Expedition
1998-1999 & 2001-2002	Navigator
2002	Blackwood

STEP #2 – Determine Appropriate Service Action

GROUP A: Is Speed Control Deactivation Switch Leaking?

NO: Perform Labor Operation 05S28B - Install the Brake Repair Kit (9F924)

YES: Perform Labor Operation 05S28E - Install the Brake Repair Kit (9F924), clean contamination from speed control harness connector, servo harness connector, and apply electrical grease to servo harness connector.

GROUP B: Is Speed Control Deactivation Switch Leaking?

NO: Perform Labor Operation 05S28K - Disable Speed Control System. Advise customer that when parts are available (estimated early November 2005) that they will receive a postcard from Ford asking them to return to have the correct parts installed.

YES: Perform Labor Operation 05S28E - Install the Brake Repair Kit (9F924), clean contamination from speed control harness connector, servo harness connector, and apply electrical grease to servo harness connector.

NOTE: Labor Operation 05S28B only applies to vehicles in Group A.

05S28 WARRANTY CLAIMS ADMINISTRATOR JOB AID

Labor Operation 05S28B, which requires one 9F924 part, applies only to the following vehicles with non-leaking switches: (See Group A below.)

GROUP A: Original 05S28 Population of Vehicles

2000	F-150, Expedition, and Navigator
2001	F-150 SuperCrew built from 9/11/99 through 8/7/00

Labor Operation 05S28K, which includes no parts, applies only to the following vehicles with non-leaking switches: (See Group B below.)

GROUP B: 05S28 Supplement #5 Added Population of Vehicles

1994-1996	Bronco
1994-1999 & 2001-2002	F-150
1994-1999	F-250 (Under 8500 GVW) built from 8/24/93 - 9/10/99
2001-2002	F-150 SuperCrew built from 8/8/00 - 8/20/02
1997-1999 & 2001-2002	Expedition
1998-1999 & 2001-2002	Navigator
2002	Blackwood

Labor Operation 05S28E, which includes one 9F924 part, applies to the following vehicles with leaking switches: (See Group A and B below.)

GROUP A: Original 05S28 Population

2000	F-150, Expedition, and Navigator
2001	F-150 SuperCrew built from 9/11/99 through 8/7/00

GROUP B: 05S28 Supplement #5 Added Population of Vehicles

1994-1996	Bronco
1994-1999 & 2001-2002	F-150
1994-1999	F-250 (Under 8500 GVW) built from 8/24/93 - 9/10/99
2001-2002	F-150 SuperCrew built from 8/8/00 - 8/20/02
1997-1999 & 2001-2002	Expedition
1998-1999 & 2001-2002	Navigator
2002	Blackwood

CLAIMS PREPARATION AND SUBMISSION

- For vehicles prior to MODEL YEAR 1996: Enter the appropriate labor operation and its respective labor time on the claim. (The system will not automatically price the labor operation.)
- Enter claims using Direct Warranty Entry (DWE).
- Refund or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked.
- Refer to ACESII manual for claims preparation and submission information.

**CERTAIN 1994-1996 MODEL YEAR BRONCO,
1994-2002 F-150/250 (UNDER 8500 GVW), 1997-2002 EXPEDITION,
1998-2002 NAVIGATOR AND 2002 BLACKWOOD VEHICLES EQUIPPED
WITH SPEED CONTROL — SPEED CONTROL SYSTEM MODIFICATION**

NEW OVERVIEW

This program involves performing certain inspection procedures to determine which repairs to the speed control system must be performed. There are (2) two separate vehicle populations involved in this supplement; the original 05S28 population (Group A), and the vehicles added per Supplement #5 (Group B). See the charts below. A flow chart has been developed to direct you to the proper service actions. See Figure 1.

GROUP A

Dealers are to first determine if the speed control deactivation switch is leaking.

- If the switch is not leaking, install the 9F924 Brake Repair Kit. (Labor Operation B)
- If the switch is leaking, install the 9F924 Brake Repair Kit. (Labor Operation E)

GROUP B

Dealers are to first determine if the speed control deactivation switch is leaking.

- If the switch is not leaking, perform the interim repair. (Labor Operation K)
- If the switch is leaking, install the 9F924 Brake Repair Kit. (Labor Operation E)

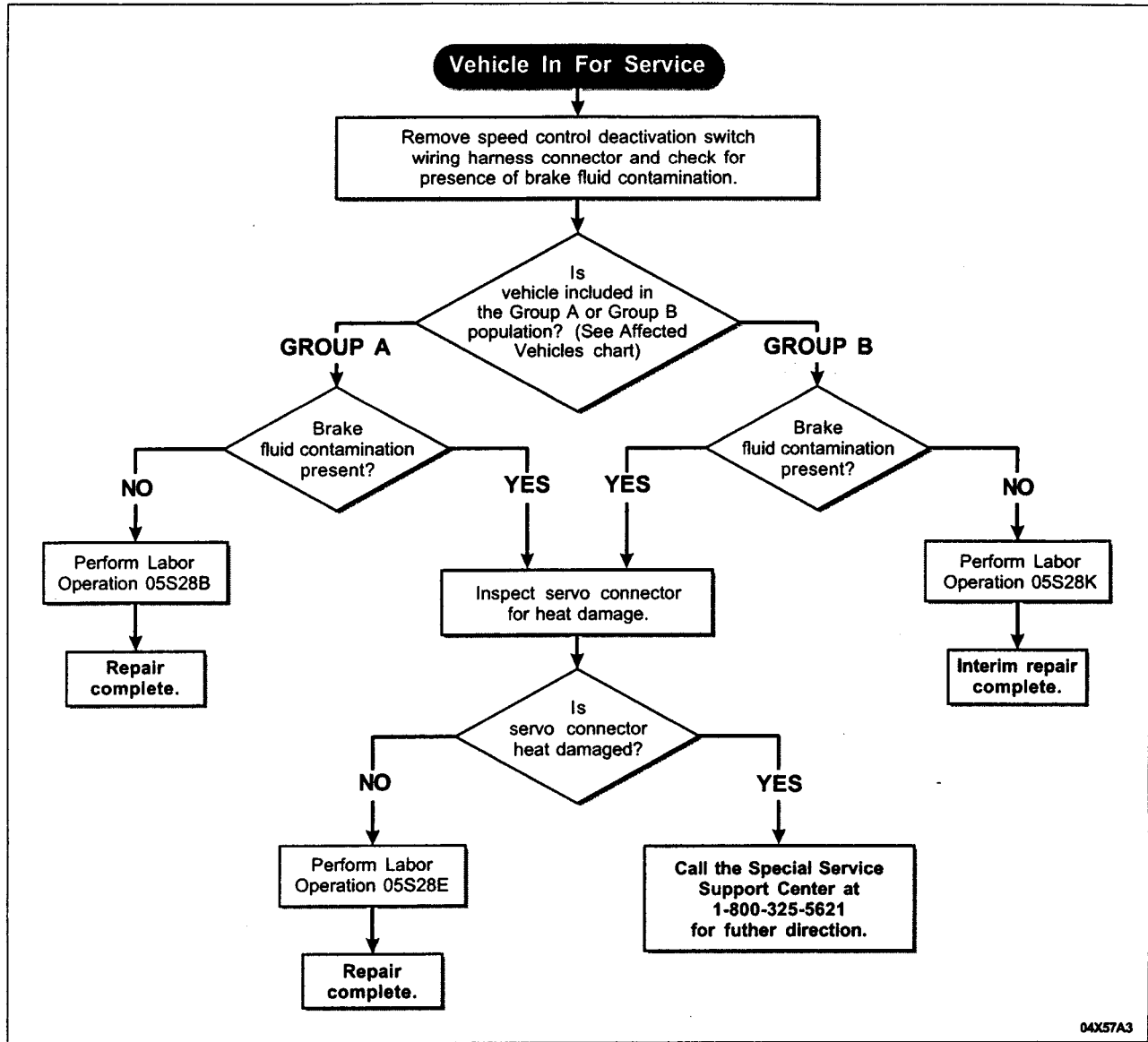
AFFECTED VEHICLES

GROUP A – ORIGINAL VEHICLE POPULATION	
Year	Model
2000	F-150, Expedition, and Navigator
2001	F-150 SuperCrew built from 9/11/99 through 8/7/00

GROUP B – SUPPLEMENT #5 ADDED VEHICLE POPULATION	
Year	Model
1994-1996	Bronco
1994-1999 & 2001-2002	F-150
1994- 1999	F-250 (Under 8500 GVW) built from 8/24/93 - 9/10/99
2001-2002	F-150 SuperCrew built from 8/8/00 - 8/20/02
1997-1999 & 2001-2002	Expedition
1998-1999 & 2001-2002	Navigator
2002	Blackwood



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09/05



04X57A3

FIGURE 1



NEW INSPECTION – ALL AFFECTED VEHICLES

1. Install a memory saver and disconnect the battery negative terminal.
2. Disconnect the speed control deactivation switch located on the brake master cylinder and inspect the harness connector for the presence of brake fluid. See Figure 2.

For the Group A Population (Refer to AFFECTED VEHICLES chart):

- If no brake fluid is present, proceed to Labor Operation B – Repair for a Non-Leaking Switch.
- If brake fluid is present, disconnect the speed control servo and inspect the vehicle harness connector for heat damage. See Figure 3.
 - If no heat damage is found at the speed control servo connector (even if there is presence of brake fluid in the connector), proceed to Labor Operation E – Repair for a Leaking Switch.
 - If the speed control servo connector is heat damaged, call the Special Service Support Center at 1-800-325-5621 for further instructions.

For the Group B Population (Refer to AFFECTED VEHICLES chart):

- If no brake fluid is present, proceed to Labor Operation K – Switch Disconnect.
- If brake fluid is present, disconnect the speed control servo connector and inspect the vehicle harness connector for heat damage. See Figure 3.
 - If no heat damage is found at the speed control servo connector (even if there is presence of brake fluid in the connector), proceed to Labor Operation E – Repair for a Leaking Switch.
 - If the speed control servo connector is heat damaged, call the Special Service Support Center at 1-800-325-5621 for further instructions.

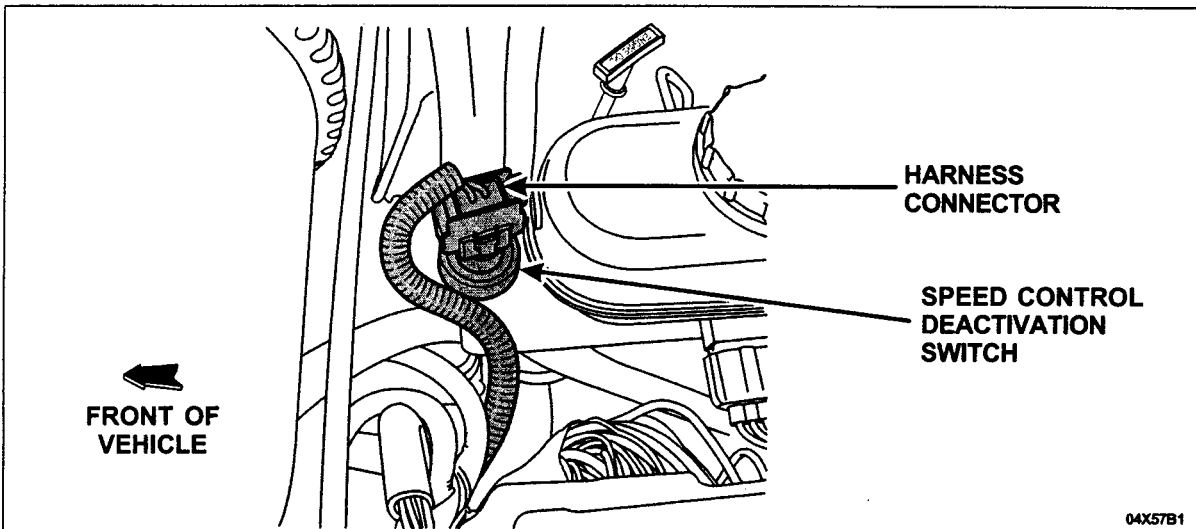
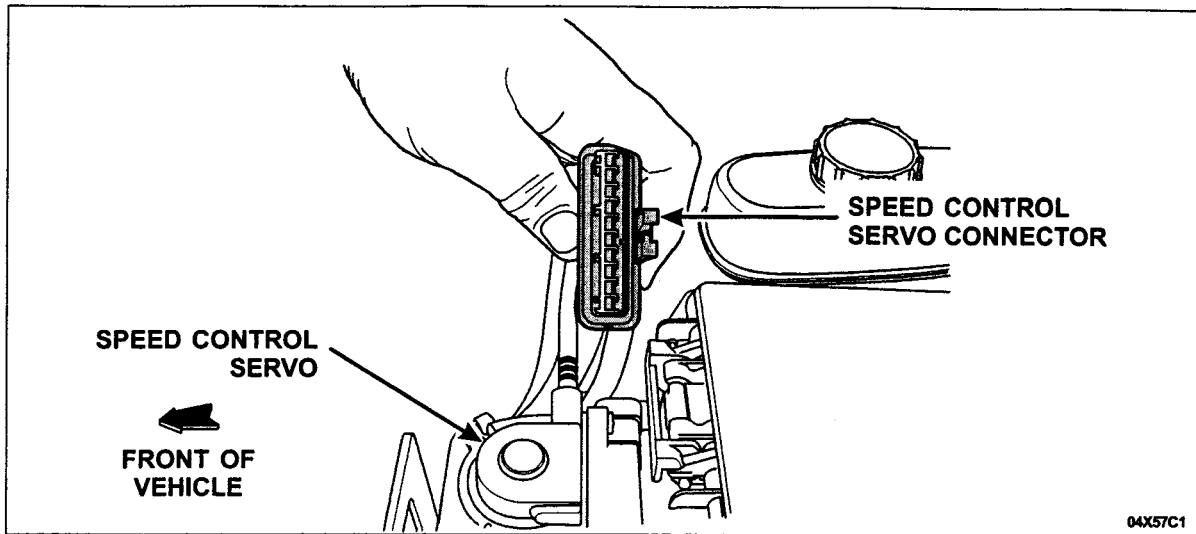


FIGURE 2





04X57C1

FIGURE 3

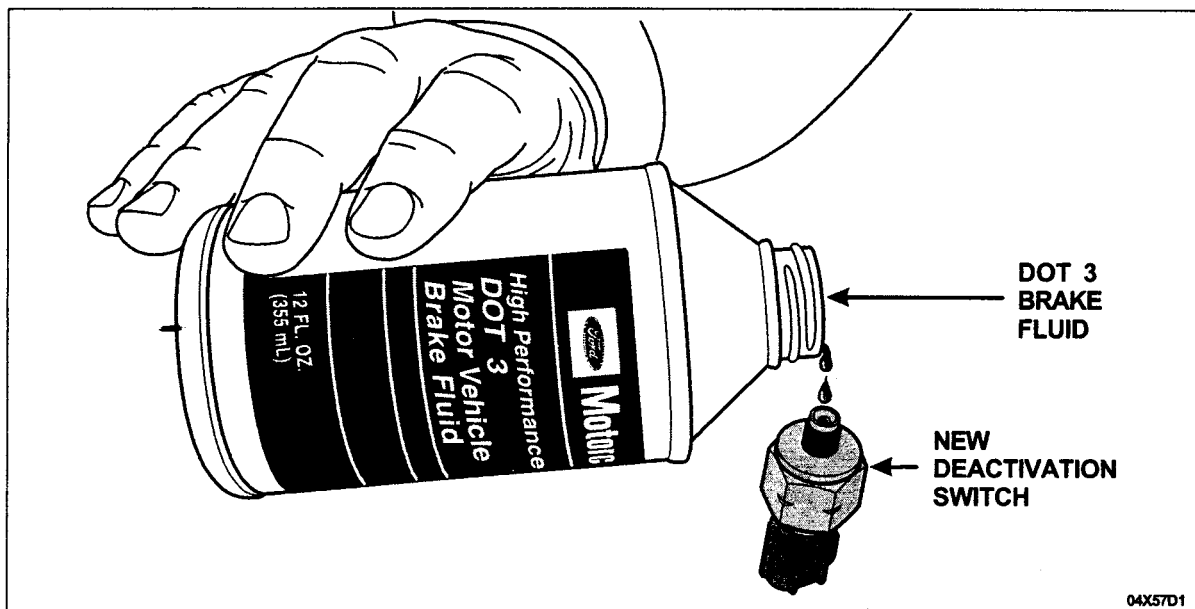
LABOR OPERATION B – APPLIES TO GROUP A POPULATION OF VEHICLES WITH NON-LEAKING SWITCHES

1. **CAUTION:** Do not allow any foreign matter to enter the master cylinder port once the deactivation switch is removed.

Remove the speed control deactivation switch from the brake master cylinder.

2. **CAUTION: DO NOT** apply fluid to the electrical connector.

Add a few drops of Motorcraft High Performance DOT 3 Brake Fluid, PM-1, to the fluid port at the threaded end of the *new* deactivation switch. See Figure 4.



04X57D1

FIGURE 4



3. Install the **new** deactivation switch into the master cylinder and tighten to 18 Nm (13 lb-ft).
4. Install the supplied adapter jumper harness from the kit between the vehicle harness connector and the **new** switch.
5. Using the supplied tie strap, secure the adapter jumper harness to the speed control cable or some other stationary object. Keep the harness away from the power distribution box to avoid chafing the harness. See Figure 5.
6. Check the brake fluid level in the master cylinder and adjust if necessary.
7. Connect the battery cable and remove the memory saver.
8. Release the vehicle.

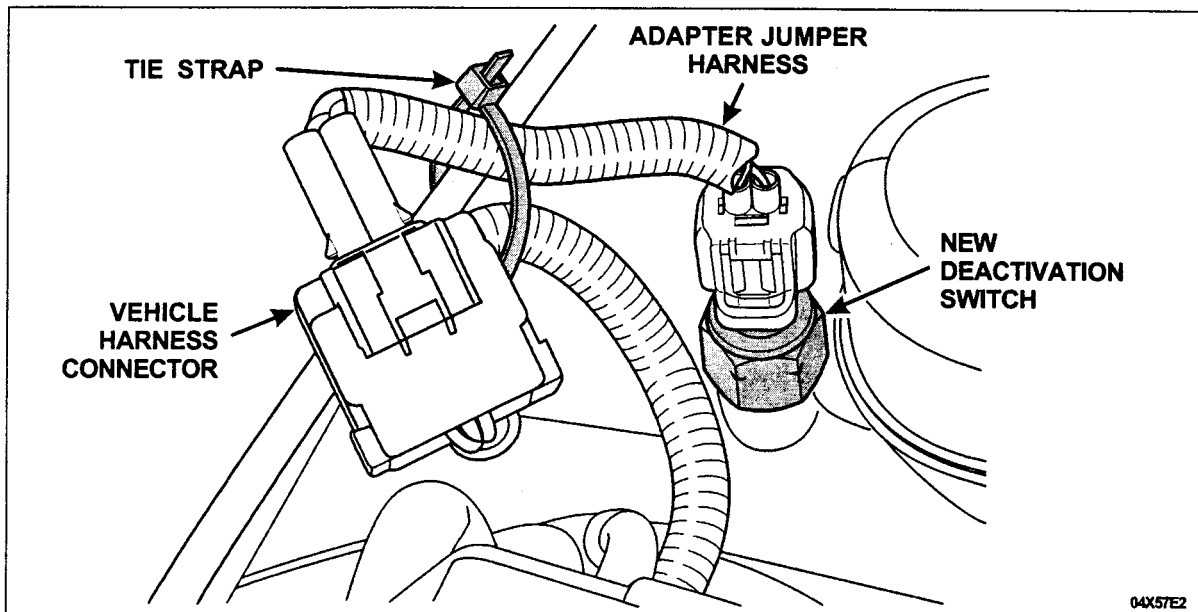


FIGURE 5



LABOR OPERATION E – APPLIES TO GROUP A OR GROUP B POPULATION OF VEHICLES WITH LEAKING SWITCHES

1. **CAUTION:** Do not allow any foreign matter to enter the master cylinder port once the deactivation switch is removed.

Remove the speed control deactivation switch from the brake master cylinder.

2. **CAUTION: DO NOT** apply fluid to the electrical connector.

Add a few drops of Motorcraft High Performance DOT 3 Brake Fluid, PM-1, to the fluid port at the threaded end of the *new* deactivation switch. See Figure 6.

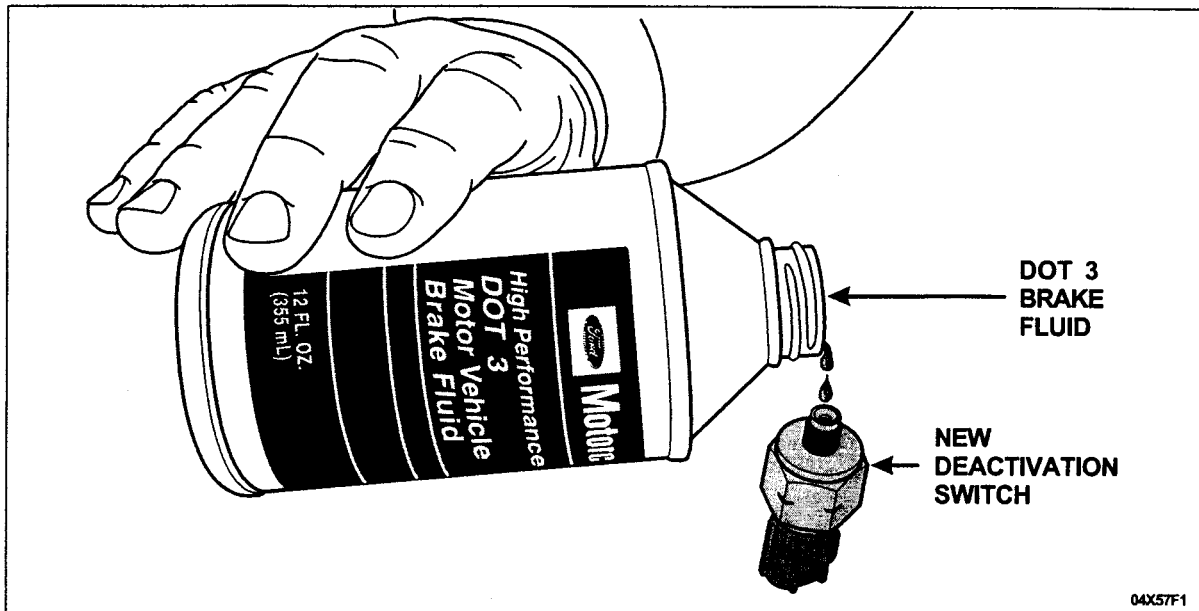


FIGURE 6

3. Install the *new* speed control deactivation switch into the master cylinder and tighten to 18 Nm (13 lb-ft).
4. With the speed control servo disconnected, use shop air *only* to blow the speed control deactivation switch harness electrical connector and the servo connector dry of any trace of brake fluid. **DO NOT USE ANY TYPE OF SOLVENT TO CLEAN THE CONNECTORS.**
5. Apply Ford Electrical Grease F8AZ-19G208-AA into each cavity of the servo vehicle harness connector *only*. It is not necessary to apply grease to the servo side of the connector.
6. Reconnect the servo connector.
7. Install the adapter jumper harness by connecting it to both the deactivation switch and the vehicle harness. Using the provided tie strap, secure the jumper harness to a nearby component such as the speed control cable or another wire harness.
8. Check the brake fluid level in the master cylinder and adjust if necessary.
9. Connect the battery cable and remove the memory saver.
10. Release the vehicle.



NEW LABOR OPERATION K – APPLIES TO GROUP B POPULATION OF VEHICLES
WITH NON-LEAKING SWITCHES

1. Using vinyl tape, tape closed the end of the deactivation switch harness connector to prevent contamination from entering the connector.
2. Secure the connector by tie strapping it to the speed control cable or another available location to prevent rattle or contact with other components. Keep the harness away from the power distribution box to avoid chafing the harness. See Figure 7.

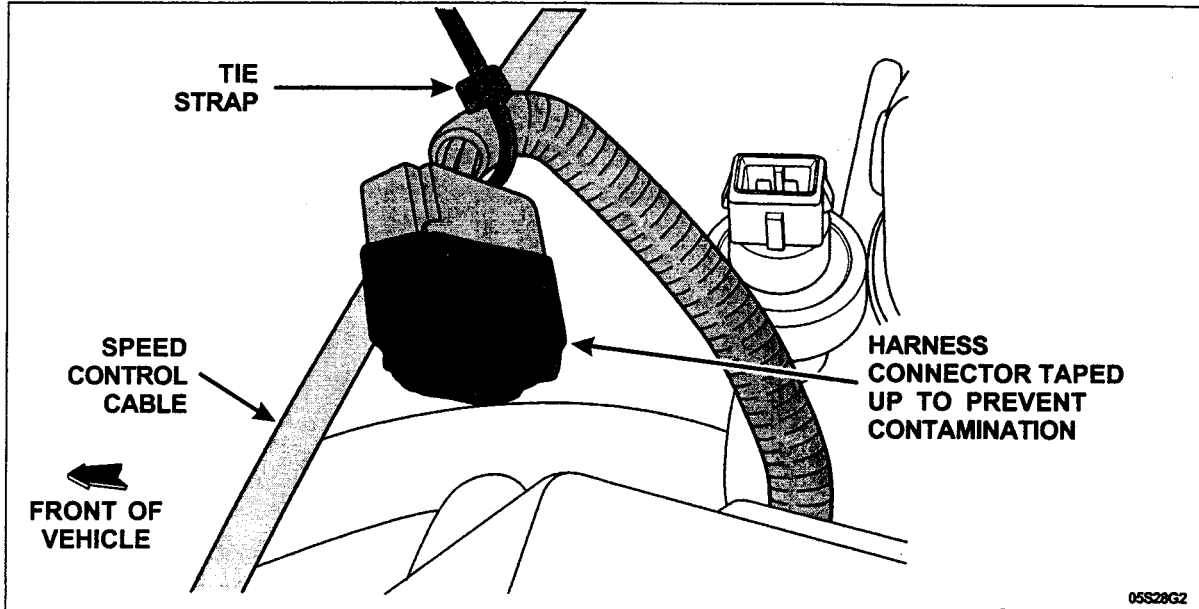


FIGURE 7



DEALER Q & A**Q1. What vehicles are involved?**

A. Certain 1994-1996 model year Bronco, 1994-2002 F-150, 1994-1999 F-250 Light Duty (Under 8500 GVW), 1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood vehicles equipped with speed control.

Q2. *Initially, the service fix for this recall involved replacing the Speed Control Deactivation Switch on all affected vehicles. Now the service fix is to install a fused jumper harness and only install a new switch if the old switch is leaking brake fluid. Why is Ford installing fused jumper harness instead of replacing all the switches?*

A. *Switch replacement is not necessary to address the concern. The fused jumper harness is effective in addressing the cause of the fire, which results from a system interaction due to the close proximity and orientation of the speed control system components.*

Q3. The need to bring the vehicle in for both an interim and permanent modification (installation of a fused jumper harness) will be a significant inconvenience for our customers, what can I do to help address this?

A. To perform the service quickly and avoid the need for the customer to leave their vehicle, we are recommending that dealers perform the interim repair in the service write-up area.

Q4. Why is an interim repair required?

A. The interim repair is required because the part required to make the *necessary modification to the Speed Control System is not yet available*, and the circuit feeding the switch is energized at all times, even when the vehicle is not running. This means a fire could occur at any time, regardless of whether the Speed Control System is being used or whether the engine is running. The interim repair of disconnecting electrical power from the switch will prevent the switch from overheating. This interim repair will disable the Speed Control System.

Q5. So customers will not be able to use their Speed Control System until the modification is performed?

A. Correct. Although some customers may regard the inability to use their Speed Control System as an inconvenience, we believe this action is in the best interest of our customers' safety.

Q6. Can I just remove the fuse for the Speed Control System circuit?

A. No. Removing the fuse will disable more systems on the vehicle than just the Speed Control System.

Q7. Can the customer disconnect the Speed Control Deactivation Switch connector?

A. No. To ensure that the correct connector is disconnected, a dealership technician should perform this service.

Q8. Is the Speed Control Deactivation Switch located on the vehicle steering wheel?

A. No. The Speed Control Deactivation Switch is mounted to the brake master cylinder under the hood, and is not located on the steering wheel (see Attachment III, Figure 1).

Q9. Can customers avoid overheating the switch by not using the Speed Control System?

A. No. Because the electrical circuit to the Speed Control Deactivation Switch is always energized, not using the Speed Control System will not reduce the potential for overheating of the switch.

Q10. What if a customer refuses to have the interim repair performed?

A. Dealers may use the "Acknowledgement of Interim Service Offer" letter posted with this bulletin to document the customer's refusal of the interim repair. The signed letter should then be filed for future reference.

Safety Recall 05S28
Acknowledgement of Interim Service Offer

Ford Motor Company has announced safety recall 05S28 for certain 1994-2002 model year F-150, 1994-1999 F-250 Light Duty (Under 8500 GVW), 1997-2002 Expedition, 1998-2002 Navigator, 2002 Blackwood, and 1994-996 Bronco vehicles equipped with speed control for the installation of a fused jumper harness due to the potential for the switch to overheat, smoke and cause a vehicle fire. Parts for the permanent modification are not currently available. Until parts are available, Ford Motor Company is offering an interim repair at no cost to the customer to disable the speed control system and eliminate the possibility of overheating, smoke and fire.

_____ has offered to conduct the interim repair on
(Dealership Name)

_____ to
(Vehicle Model) *(VIN)*

_____. The customer has chosen not to have the
(Customer Name)
interim repair completed after being informed that Ford Motor Company has announced Safety Recall 05S28 to prevent potential vehicle fires.

This form acknowledges that _____
(Dealership Name)

has offered the Safety Recall 05S28 interim repair on the above vehicle and

_____ has chosen not to have the interim service performed.
(Customer Name)

Dealer Service Manager Date

Customer signature Date



Frank M. Ligon
Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

September 2005

Safety Recall 05S28

Mr. John Sample
123 Main Street
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has decided that a defect which relates to motor vehicle safety exists in certain 1994-1996 model year Bronco, 1994-2002 F-150/250 (Under 8500 GVW), 1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood vehicles equipped with speed control. We apologize for this situation and want to assure you that, with your assistance, we will correct this condition. Our commitment, together with Ford and Lincoln Mercury dealers, is to provide you with the highest level of service and support.

What is the issue? On your vehicle, the underhood speed control deactivation switch may overheat, smoke, or burn, which could result in an underhood fire. This condition may occur either when the vehicle is parked or when it is being operated, even if the speed control is not in use.

What will Ford and your dealer do? Parts to repair your vehicle will not be available until November 2005, and as a result, we are implementing a two-stage repair process. Until parts are available for the permanent repair, you should contact your dealer to make an appointment to disconnect the speed control deactivation switch, which is located under the hood of your vehicle. This procedure will temporarily disconnect the speed control system, which will prevent a speed control deactivation switch related fire. The speed control system will then be inoperative until the permanent repair is performed. We recognize this may be an inconvenience, but we believe this preventive action is in the best interest of our customers' safety.

When parts become available for the permanent repair in November 2005, you will be notified to contact your dealer to schedule an appointment to have a fused wiring harness installed and to reconnect the speed control system on your vehicle.

Ford Motor Company and your dealer will perform the above modification free of charge (parts and labor).

- How long will it take?** Please call your dealer for an estimate of how much time will be required to perform this repair. Your dealer may be able to perform this repair while you wait; however, due to scheduling requirements, your dealer may need your vehicle for a longer period of time.
- What are we asking you to do?** Please call your dealer without delay and request a service date to have the switch disconnected (Recall 05S28). Provide the dealer with the Vehicle Identification Number (VIN) of your vehicle. The VIN is printed near your name at the beginning of this letter.
- Until you have the recall service performed, park your vehicle away from structures to prevent a potential underhood fire from spreading.
- If you do not already have a servicing dealer, you can access <http://www.genuineservice.com> for dealer addresses, maps, and driving instructions.
- Please note: Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.**
- Have you previously paid for this repair?** If you paid to remedy the issue addressed in this notice, you may be eligible for a refund either through your dealer or directly from Ford Motor Company. To verify eligibility and expedite reimbursement, give your paid original receipt to your dealer. Refund requests, including all required documentation, may also be mailed to Ford at P.O. Box 6251, Dearborn, Michigan 48121-6251. Refund requests mailed to Ford may take up to 60 days to process.
- Detailed information regarding eligibility for Ford's reimbursement program and documentation requirements may be obtained by contacting the Ford Customer Relationship Center at 1-888-222-2751.
- Owners who have previously paid for this repair are still eligible to have the recall described in this letter performed.
- Have you changed your address or sold the vehicle?** If you have, please fill out the enclosed prepaid postcard and mail it to us so we can update our records. If you have sold the vehicle, the information you provide on the postcard will be used to notify the new owner about this recall.

Can we assist you further?

If you have difficulty getting your vehicle repaired promptly and without charge, please contact your dealership's Service Manager for assistance.

If you still have concerns, please contact our Customer Relationship Center and one of our representatives will be happy to assist you.

Call 1-888-222-2751.

For the hearing impaired call 1-800-232-5952 (TDD).

Office Hours are Monday through Friday 8AM – 5PM (Eastern Time Zone)

If you wish to contact us through the Internet, our address is:

www.ownerconnection.com

If you are still having difficulty getting your vehicle repaired in a reasonable time or without charge, you may write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S. W., Washington, D. C. 20590 or call the toll free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153) or go to <http://www.safercar.gov>.

Thank you for your attention to this important matter.

Sincerely,



Frank M. Ligon

Director

Service Engineering Operations